

# Middleborough Antiquarian

*Devoted to the preservation of local history by*  
MIDDLEBOROUGH HISTORICAL ASSOCIATION, INC.

Established 1922

\$3.50

VOLUME XXVIII

SPRING/SUMMER 1990

NUMBER 1

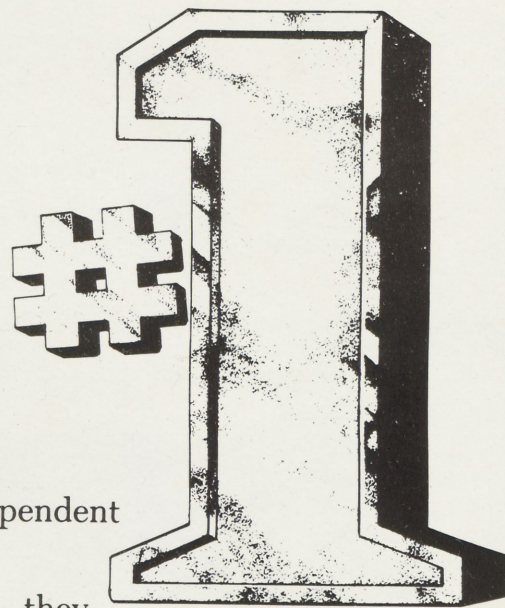


TIMELESS SCENES include this photo of a country auction. Taken in 1977, the scene is similar to one that

will be available to photographers at the 4-H Fair on Labor Day weekend. (Photo by Clint Clark)



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# A message from the editor

by Jane Lopes

Museum director/curator Marsha Manchester said she got the idea for the "diversions" portion of the Historical Association's annual meeting from the pages of the Antiquarian.

An article in the last issue inspired her to rent trolley cars for a tour of "Old Middleborough" that was interrupted in a delightful way by a stop at the famous Tom Thumb house on Plymouth Street for coffee and dessert — dessert that turned out to be a birthday cake for Historical Association officer Tom Weston.

Despite an untimely downpour — springtime in New England seemed to consist mainly of untimely downpours this year — the trolley tour, augmented by a Council on Aging van because of the popularity of the event, was so successful that another trip is planned in the future. The next tour may focus on South Middleboro.

Members of the association and their guests, following a family-style dinner and a brief business meeting, were able to see Middleboro in a different light, as tourists enjoying the local sights. This unique idea heightened our awareness of the rich



**RUTH WATT**, who served as secretary of the Middleboro Historical Association for a number of years, receives a gift of appreciation from President Robert Beals during the association's annual meeting. (Photo by Jane Lopes)

## MIDDLEBOROUGH ANTIQUARIAN

Middleboro, Mass.

VOLUME XXVIII 1990 NUMBER 1

Jane C. Lopes ..... Editor

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history of our community, and made us realize how fortunate we are to have the historic homes, buildings and sites that are available for us to enjoy. Nearly every street that the tour covered had at least one or two points of interest, from the homes on South Main Street at the tour's start and finish to the beautiful Titicut Green to the two homes associated with Lavinia Warren, the wife of General Tom Thumb. Incidentally, Lavinia's birthplace is now the home of Jim and Marsha Manchester, while the mansion house — at least by Middleboro standards — that the general and his wife occupied in later years is now owned by the Salemis, our gracious hosts on the tour.

At the end of the evening, Marsha was left with the nice problem of having to "top this one."

Other events involving the association this spring included Founders Day activities on June 2. The museum was one of three sites, including Oliver's Mill and the A&D Toy Train Museum in North Middleboro, on a shuttle bus tour throughout the day. Craftspeople demonstrated their skills on the museum grounds, while local Girl Scouts sold lemonade and pastry. Members of the association, led by president and Mrs. Robert Meals, conducted tours of the museum.

Meanwhile, at Oliver's Mill, Ted Eayrs, now an architectural consultant and furniture restorer, conducted a tour of the 18th century mill sites that he helped to excavate as a high school student. A scale model of the Oliver Mills is part of the museum's collections. In addition to Ted's tour, Sylvia Breck of the Eddy Homestead Association offered a brief history of the Eddy family and the homestead, which was open to visitors for the day, and Anita Neilsen, a Wampanoag, spoke on the culture of the people who greeted the first white settlers in what





**ASSOCIATION OFFICER Tom Weston** blows out the candles on a surprise birthday cake at the Tom Thumb house. (Photo by Jane Lopes)

is now Middleboro.

At noon, a ceremony held at Oliver's Mill honored the town's founders, including Native Americans as well as colonists, and former selectman Joseph Walker was recognized for his many contributions to the community.

The second annual Founders Day celebration, to consist of a two-day event, will be held on the first weekend in June next year.

In the meantime the association has joined with the Middleboro Historical Commission, the Natural Resources Preservation Committee, the Massachusetts Archaeological Society, the A&D Toy Train Museum, the Eddy Homestead Association and other organizations and individuals to work on joint projects like the Founders Day celebration that are designed to teach people about the town's history, encourage preservation of historic sites and buildings, and raise funds for historic preservation. The group is planning a lecture series in the fall, and may also be able to put together a special program at the museum later this summer.

Volunteers are needed for these projects, and for the continued operation of the museum, which plans to expand its hours of operation this summer to be open Wednesday through Sunday during July and August as well as the first two Sundays in September. If everyone who appreciates the "treasures" we have here in Middleboro could donate a few hours of time, we could ensure that our own living history will be available for future generations to study and appreciate. And besides accomplishing a great deal, we're having fun, as anyone who attended this year's annual meeting can attest.

## *Eddy Homestead reopens*

The Zachariah Eddy Homestead in the Eddyville section of Middleboro opened for the season on June 16 with a reception and open house. Hostesses guided visitors through the home, which depicts country life in the 19th century.

The house, which is located at the intersection of Plympton and Cedar Streets, was built in 1803 for Atty. Zachariah Eddy, a law associate of Daniel Webster. It sits on land purchased from the Indians by Pilgrim Samuel Eddy in 1661, and remained in the Eddy/Breck family for five generations until it was turned into a tax-free museum in 1962.

The museum contains many Eddy family paintings and pieces of furniture, along with artifacts of early New England life. The Eddy Homestead Association also owns a genealogical collection which is available on request to students of local history.

The Eddy Homestead is open to the public during the summer months, and at other times by appointment. Admission is free; donations are accepted.

## *Booklet available*

Available at the Middleboro Gazette office are copies of a booklet consisting mainly of photographs published by the Gazette as part of two pictorial history series in 1931.

Contributed by Mrs. Reginald Drake from her husband's collection of clippings, the series of photos shows what Middleboro looked like about 50 years prior to 1931. Gaps in the Drake collection were filled from the Antiquarian's files.

The booklet was compiled by Walter Thompson, associate member of the Middleboro Historical Commission and a collector of photographs associated with Middleboro's history. Mr. Thompson put the booklet together to commemorate Middleboro's Founders Day celebration on June 2.

Copies of the booklet are on sale for \$5 each; proceeds will benefit local historical preservation projects.

Also available at the Middleboro Gazette office on West Grove Street are Founders Day T-shirts, \$10 each, and copies of Mrs. Mertie Romaine's book on "General Tom Thumb and His Lady," \$7 hardcover, \$5 paperback.

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CITIES SERVICE ladder truck delivered to Middleboro on Nov. 11, 1916. Carlton W. Maxim, chief engineer, is standing on the running board facing to

the rear. (Collection of Middleborough Historical Museum)

## *To the rescue!*

### *Ladder trucks of the Middleboro Fire Department*

By Robert M. Beals, President  
Middleborough Historical Association

In the first part of my article on the Middleboro Fire Department in the *Middleborough Antiquarian*, March 1986, I mentioned that shortly after the department was organized in 1852, a hand-drawn ladder truck was purchased. In 1877, a new ladder truck was purchased, and the old fire station on School Street was constructed. This hand-drawn rig was in service until 1915. This was the year that Maxim Motor company began to manufacture its own completely built pumpers and ladder trucks, and Middleboro was one of the first to purchase its first motorized ladder truck. According to an old Town Report, this was a "Cities Service" truck and

it was delivered on November 11, 1916. The term "Cities Service" means that in addition to ladders in various lengths, the truck also carried a chemical tank and booster hose about the size of a garden hose.

This truck was in service until 1946, almost thirty years, when the department purchased a new Maxim ladder truck or "Quad." This rig had an enclosed cab, several ladders, a 750-gpm pump, 250-gallons of water, suction hose and booster equipment.

In 1955 a new Maxim 75-foot aerial ladder truck was ordered and delivered to the Fire Department on January 18, 1956. The aerial ladder was mid-ship mounted, and the truck was also equipped with a 250-gpm pump, 150-gallon water tank, and ground ladders in several lengths. In 1965, the 1946



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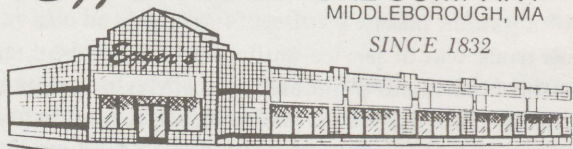
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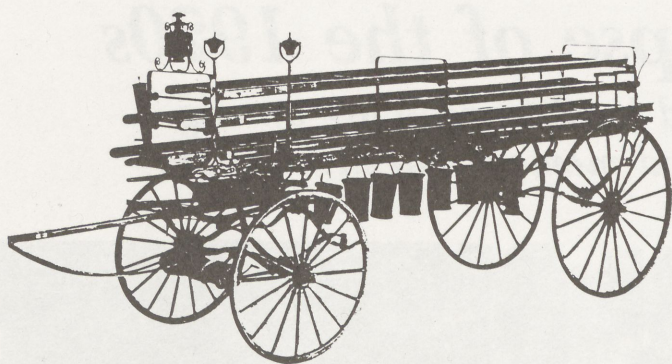
Edited by  
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and Alicia Crane Williams

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AN EARLY hand-drawn ladder truck, possibly similar to the first one used by the Middleboro Fire Department from 1852-1877. (Collection of R. M. Beals)

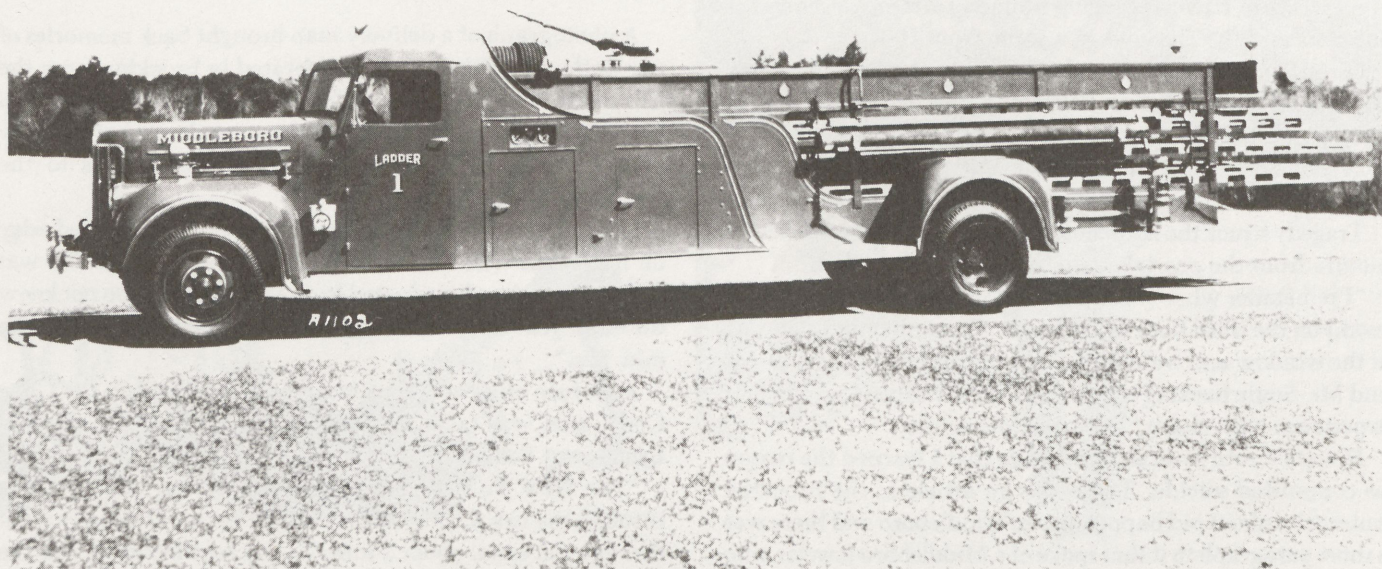
"Quad" was converted and shortened in length to a 750-gpm pumper, and returned to the Fire Department as Engine Two. Several years ago, the 1955/56 aerial ladder truck was "modernized" with the installation of a diesel engine, automatic transmission, rebuilt pump, and other changes to keep it in service for at least another thirty years. In 1988, it was discovered, during testing by the department, that the steel aerial ladder had several cracks in it. The truck was immediately removed from service, and temporarily replaced with a reserve ladder truck from Wareham. Town meeting approved the purchase of a new ladder truck, after considerably discussion, and a new one was delivered late in 1989, one of the last fire apparatus to be built by Maxim. The new rig can also be considered a "Quad," since in addition to its 109-foot rear-mounted ladder, it also has a 2,000-gpm pump, 300-gal water tank, and ground ladders. The engine is a diesel with an automatic transmission, and a four-door sedan cab

that will seat at least six firemen.

Since Maxim Motors closed its doors and discontinued production of December 15, 1989, it is very possible that the next aerial ladder truck purchased by Middleboro, some 30 years from now, will not carry the name of the company that has been part of the town's industry since 1914.



1989 MAXIM rear-mount 109-foot aerial, with 2000-gpm pump, 300-gallon water tank, four-door enclosed cab, diesel engine, and automatic transmission. (Collection of R.M. Beals)



1946 MAXIM "Quad" ladder truck that was converted to a pumper in 1965. (Collection of R.M. Beals)



# A personal glimpse of the 1920s

*Sunshine, family trips and local tragedy are among Florence Harlow's childhood memories of Middleboro*

by Florence E. Harlow

(The following collection of memories, strung together with photographs from her family album, was submitted to the Middleboro Gazette by Miss Harlow, who said she has been "pulling the albums apart and distributing the contents" among her family members. "That left me with some snapshots of some day trips we took, mostly back in the '20s. There were no dates of the years taken, so have put my memory to work and used dates which fit the pictures," she wrote from her Brockton home.)

In the 1920s, the Harlow family lived in a house on Fairview Street, one of only two homes on the street at that time. "My father once told me that when there was a snowstorm, the men from the two houses would dig a path down the street to Wareham Street so the three Swett girls (the Harlows' neighbors) could go to school," Miss Harlow wrote.

"The house at 6 Fairview St. was built by my great-uncle Benjamin F. Harlow and his brother Simeon, who was my grandfather. It was occupied by Benjamin Harlow and his family until they left with a group of other Middleboro folks to reside in California. That was in the early 1910s. The house was left in the care of a real estate agent to be rented. In 1918 my father bought the house and we moved in the same year. To my knowledge, there were no Harlows living there during that four to five year period.

"It was the first house built on the street. So with the exception of those four to five years there was someone born a Harlow living on Fairview Street from 1893 to April 1989, a period of 96 years.

A picture of friends enjoying a Sunday afternoon shows the Sumners and the Harlows in a scene from 1907.

"Fred Sumner was the jeweler in Middleboro, and when my father bought the house on Fairview Street ten years later, the Sumners rented the apartment on the first floor. It was around 1920, don't remember the exact date, but I was just tall enough to stand at a window and see what was going on outside.

Tragedy struck the household, however, painting a different picture from the one taken on that sunny afternoon.

"I remember when (Fred Sumner) shot himself in one of the rooms on the third floor of the house. Can remember standing at the window and watching all the people coming and going, and Mr. Soule backing the hearse into the driveway. My first experience with death," Miss Harlow wrote.

It wasn't until several months ago that I learned the reason he committed suicide. There was an article in the Brockton Enterprise about old happenings in Middleboro and there was a short paragraph in it that spoke of a Middleboro jeweler who committed suicide because he was bankrupt. That connected in my mind with the experience of almost 70 years ago."



ENJOYING A SUNNY afternoon are neighbors, from left, Fred Sumner, his wife Cora Belle, Esther Harlow and her husband Franklin. Sumner is holding his son Norman, while Frank Harlow is holding his son Franklin.

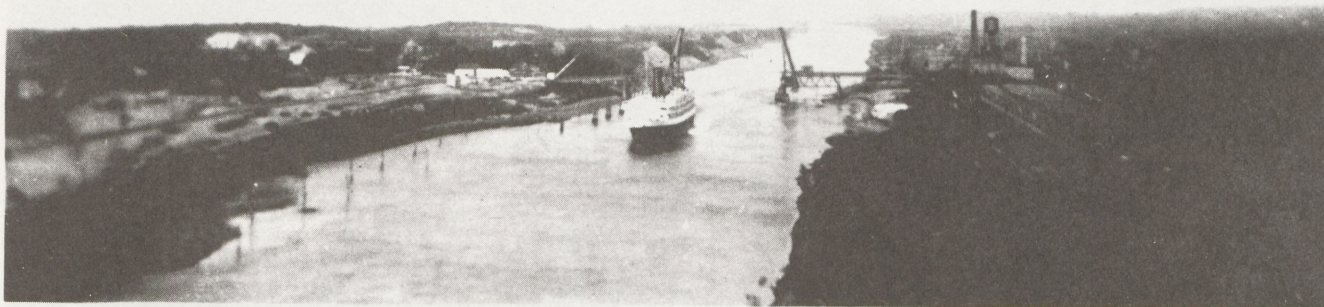
A photograph of a delivery man brought back memories of the Hathaway Bakery, which operated in Brockton from the '20s to the '40s and delivered baked goods door to door. Miss Harlow found a picture of the bakery truck, and of delivery man Arthur Atwood, who delivered baked goods to the Harlows for many years.

"I still have a white linen handkerchief with a tatted edge on it that his wife had made," Miss Harlow recalls, "It was given to me when I graduated from MHS in 1936. Do not know the exact year the picture was taken, but believe it was in the mid '20s."

A picture of a New York steamer going through the Cape Cod Canal was taken in 1936, the day the new Sagamore Bridge was dedicated and opened to traffic.

"The New York to Boston Steamship was late in going through the canal, the reason I do not know. It usually went through the canal about 2 a.m. To my recollection it was the only time I saw the New York to Boston steamship going through the canal."





**THE NEW YORK** to Boston steamer heads through the Cape Cod Canal on the opening day of the new

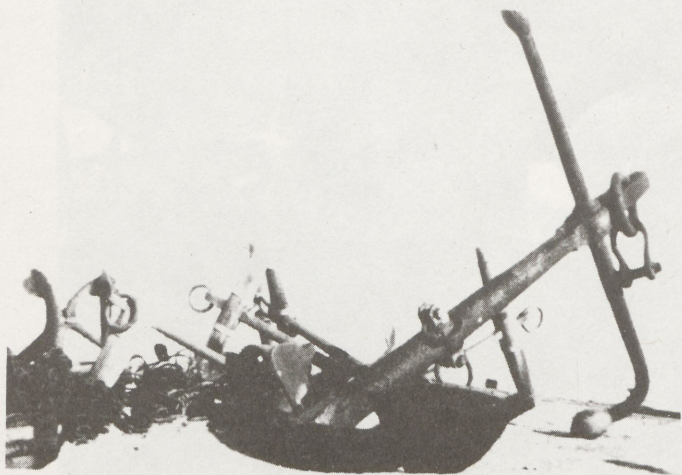
Sagamore Bridge in 1938. The old bridge is in the background.

Photos of other sailing ships recalled Sunday afternoon drives to Round Hill in North Dartmouth, where the family would enjoy the ocean view, "while listening to the radio programs transmitted through the speakers that were built on a little round hill.

"It was owned by the famous Hettie Green of Wall Street, who we would see once in a while going up her mansions in her big black electric car.

The Harlow photo albums contained pictures of the anchor at the entrance to the estate, the radio transmitter on Round Hill and the whaling ship Charles W. Morgan, which was docked at that time at Round Hill and was later moved to Mystic Seaport in Connecticut.

Miss Harlow's memories of trips to Round Hill ended when she would "fall to sleep down there and wake up in my own bed at home."



**AN OLD ANCHOR** stood at the entrance to Hettie Green's estate on Round Hill in North Dartmouth.

Once a year, the family would travel to Provincetown, in 1923 riding in a model T Ford. "My mother would pack a lunch which we enjoyed on the beach at Race Point. This time there was the added attraction of a shipwrecked rum runner at Race Point."

The family took pictures of the shipwreck that are now too faded to reproduce, but they show family and friends exploring the ship's remains and sitting on the bowsprit.

(The Antiquarian is indebted to Miss Harlow for having the opportunity to see something of another time through her memories.)



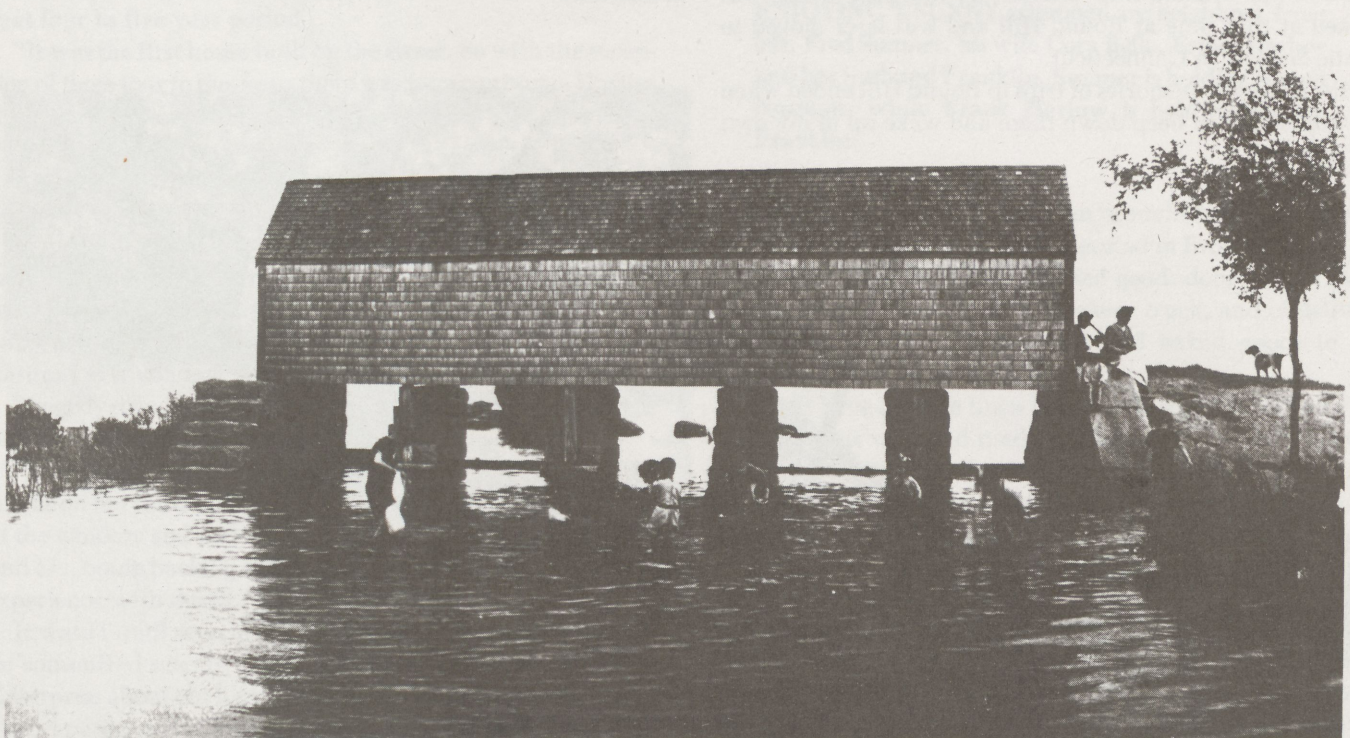
**ARTHUR ATWOOD**, a delivery man for the Hathaway Bakery, brought baked goods to the Harlow family's Fairview Street home for many years.



# *The good old summer time,*



UNIDENTIFIED women relax on a handsome "piazza" on a long-ago summer day.



YOUNG PEOPLE cool off in the waters of Assawompset Pond while their elders look on.



## *back in the good old days*



DOWNTOWN MIDDLEBORO is decorated for the Odd Fellows celebration near the turn of the century. In one of a series of photographs taken by Fred. F. Churbuck and donated to the Middleborough His-

torical Museum by his daughter, Mrs. Dalton Peniman. All the photos on these pages are part of the collection.



THE BOOT AND SHOE WORKERS Union is ready to participate in a Middleboro parade, proclaiming

that the union "stands for highest wages, best workmanship."



# Historical Exchange

During the fall meeting of the Middleboro Historical Association, I passed around a booklet that I had received from a historical society in Leksland, Sweden. It was sent in thanks for information that I had furnished their organization.

Dorothy Thayer offered to take this publication to the Middleboro High School to have, at least part of it, interpreted by two exchange students from Sweden.

Here you will see a copy of one page from the booklet and a partial interpretation of it. It is unfortunate that the students had to return to their homeland before the entire project could be completed.

Thank you, Dorothy, and students, for your efforts which we gratefully appreciate.

Submitted by Robert M. Beals President  
Middleboro Historical Association.

The booklet from the historical society in Leksland, Sweden was sent in thanks for information furnished to their organization.

## Interpretation

Carl Edvard August Smitt was a learned and experienced man when he came as a 28 year old to Svardsjo. He was born in Stockholm, son of (representative) Smitt and his wife Augusta. After early education at the new basic school he became an apprentice at the technical institute and graduated in 1840. After a few years as bookkeeper at the ironworks in Smaland, he broadened his education in several different directions. As a surveyor, he branched into engineering (ship building). He worked as a forestry helper in Uppsala in order to become a forest ranger in Goteborg and Bohuslan. He was employed by the cooper mining company in Svardsjo.

With his many responsibilities and knowledge that he attained over the years, he became the titular head of the mine.

The church looked to him for leadership and he had a hand in the organization of the parish and was instrumental in the building of the new church in 1873.

The forest and his main interest in the workings of coal mining evolved into a book, but was not published in his lifetime.

Smitt had earned the respect and trust of the people of Svardsjo, but in the end of the 1860s, he traveled around to different parishes and encouraged people to make use of the fungus that grew in abundance in the area. Smitt tried to have the house-

wives extend their diet with mushroom soup, baked mushroom bread, fried and roasted mushrooms. He concocted every method and was met with indifference. The people considered it nothing more than cattle food. Finally in Vomhus, where immigrants were used to cooking with mushrooms was he met with understanding.

## Jagmastare Smitt

### kommunalspamp och mykolog

Carl Edvard August Smitt var en makta lard och erfaren man nar han som 28-aring kom till Svardsjo. Han var fodd i Stockholm och son till Riksgaldskontorsreferendarien, vice haradshovding Wagener Smitt och Augusta Rudolfina Stenberij. Efter grundskola vid nya elementarskolan blev han 1838 elev vid teknologiska institutet och utexaminerades dar 1840. Nagra ars praktik som bokhallare vid ett jarnbruk i Smaland foljdes av ytterligare studier i flera discipliner; som lantmaterielev kunde han 1846 avlagga lantmatarexamen och samma ar skeppsmatarexamen vid flottans konstruktionskontor. Utexaminerad fran skogsinstitutet tjanstgjorde han som lantmaterimedhjelpare i Uppsala for att 1848 tilltrada som t.f. overjagmastare i Alvsborgs- Goteborgs och Bohuslan. 1851 sokte han och erholl tjansten som skogsforvaltare vid Stora Kopparbergs Bergslags kontor i Svardsjo.

Med hansyn till de manga uppdrag och befattningar, som han med aren kom att beklada, skulle man kunna tro att hans tjanst hos Stora Kopparbergs Bergslag var av titular natur. Med sin omfattande utbildning och inte minst som skrivkunnig och god stilist blev Smitt den forsta standsperson utom prasterskapet som kom att inta en framskjuten stallning i socknens kommunala och kyrkliga liv. For prasterna och sarskilt for kyrkoherden blev han till stor hjalp i allt vad denne hade att handlagga.

Ett protokoll fran 1862-ars sockenstamma, som leddes av kyrkoherde Carl Liljenmark, berättar: "till folje af Kongl. Majt:s nadiga forordning af den 21 sistlidne mars voro sockenmannen kallade till allman sockenstamma for att utse 1:a ordf. och v. ordf. i kommunalstamma; till ordf. utsags Jagmastaren C.A. Smitt i Borgardet".

Som ordforande i kyrkobyggnadsstyrelsen fick han en ledarroll vid kyrkans till- och ombyggnad 1873, da den gamla klockstapeln ersattes av den stora tornbyggnaden som sedan dess burit malmklängen ut over bydgen.

Han upprattade reglementet for Svardsjo-Envikens haradsallmanningar, var ledamot av landstinget i over 20 ar och under en foljd av ar larare vid Falu Bergsskola. 1861 foretog han en skogsvetenskaplig studieresa till Syd-Tyskland. Sedan postgangen ordnats blev postkontor inrattat i Borgardet och vem skulle bli dess forestandare om inte "Smitten".

(Continued on page 18)



# Memories of East Grove Street

By Robert M. Beals, President  
President, Middleboro Historical Association

When my grand-parents, Walter and Ella Beals, purchased the property at 14 East Grove Street in 1911, one of the primary reasons was because it was "a nice quiet street." For several years now, this property has been the Green Lawn Nursing Home, and many additions and other changes have been made to the house and grounds.

My grandfather, Walter L. Beals, had been treasurer of the Middleboro Cooperative Bank since 1909, when he succeeded his late father, Joseph E. Beals. The family had lived on Oak Street prior to the move to East Grove Street. In addition to being a bank official, grandfather was also a commercial photographer. In 1911, my late father, Austen L. Beals, was sixteen years of age, and my late aunt, Marian (Beals) Drake was fourteen.

At that time, East Grove Street was unpaved and just about ended at the Nemasket River. Beyond that, it wasn't much more than a narrow cart path all the way to Wareham Street.

My parents were married in 1917, and they went to live with my grand-parents in the "big house" on East Grove Street. My father was manager of the Nemasket Press which was located on the second floor of the Gazette office on Wareham Street. I was born in my parent's second floor bedroom in the house on May 19, 1918. We lived there for about a year and then moved to 79 Pearl Street. In 1928, we moved back to East Grove Street.

One of my favorite years there was 1930 when Route 28 was constructed and the road was widened. The question for some time was, which side of the street would lose some of their front lawn? It turned out to be the odd-numbers side, and we were spared. During the summer of 1930, I spent many happy hours riding on the huge dump trucks that carried gravel to West Grove Street and deposited it in the swampy area near the State Police Barracks. I also sold ice water to the road crew and did errands for them.

The first house on the left coming down from South Main Street was owned by the George Deane family. The next one down was the home of Attorney Fletcher Clark Jr. and his family. Twice I remember additions being built on the back of the house, which meant that the Clarks were about to add a new member to their family. At No. 12, there lived a lady named Mrs. Supple who was an invalid. A hand-operated elevator was installed in the house, so that she could be moved from the first to the second floor. The Thomas Bouchers lived at No. 16. Mrs. Boucher was my first customer for *Colliers* magazine which was published weekly at 5¢ per copy. Their son, Tom, still operates the paint and wallpaper business on Center Street near Everett Square.



THIS PHOTO was taken by Walter L. Beals, grandfather of Historical Association president Robert Beals, in 1911, and made into a postcard. (Collection of R.M. Beals)

On the other side of Williams Place was the Merrihew family home. Their daughter, Jennie, taught at the School Street School for several years. This property is now owned by Tom and Rose Weston. The next house at the top of the hill I know very little about, except that a Mr. and Mrs. Wright lived there. Across the street was the "Old Eaton House," where several families lived at different times. The school house was still there, and a young mother, whose last name was Brackett, and her four red-headed sons lived in rooms on the second floor. In the main house was Mrs. Krawshaw (or Kershaw), and the Grant Hadsell family. Between there and Cliff Street was a vacant lot where we used to play baseball. The next house was built by Mr. & Mrs. Charles Swift, who were the parents of Mrs. Fletcher Clark Jr. After the Swifts passed away, it was purchased by the Hornbys. Donald was a State Police Officer and his wife was a nurse at St. Luke's Hospital. Then, at No. 13, lived the Gifford family. Franklin was an engineer with the New York, New Haven & Hartford Railway. I used to spend a lot of time with their son, Richmond, who was an accomplished drummer, and played in a

*(Continued on page 14)*



# The burning of Barnum's Museum

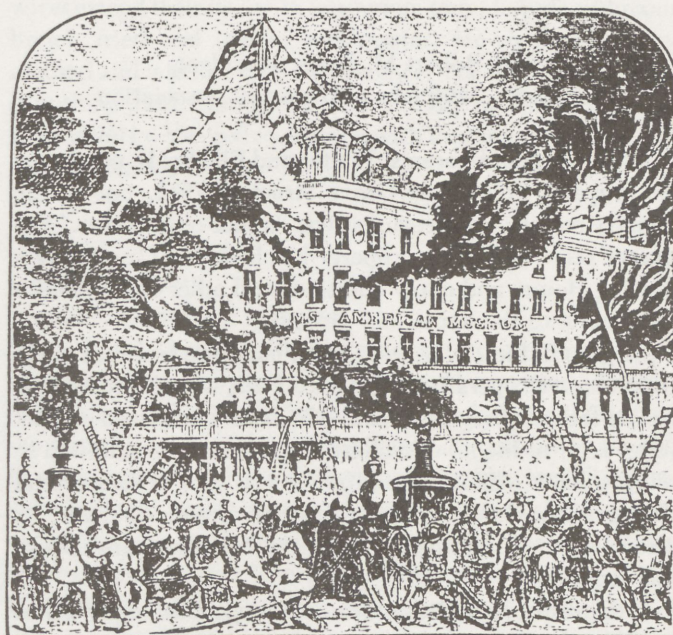
By Robert M. Beals, President  
Middleborough Historical Association

It is a well-known fact that Tom Thumb began his career in show business at the age of four years through P. T. Barnum, and that he first appeared as the "star attraction" at Barnum's American Museum in New York City. It was there, in 1862, that he met and fell in love with Lavinia Warren Bump of Middleboro. They were married in 1863 during the Civil War, and then toured extensively for Barnum, both in the U.S.A. and Europe, and earned large sums of money for themselves and "P. T."

A final chapter to the Civil War was written at the American Museum three months after the war's end. There the great promoter himself had set up a display of scenes from this conflict. One scene showed Confederate President Jefferson Davis trying to escape Union pursuers disguised in his wife's clothes. Southern sympathizers were offended at this insult to their hero, and it is believed they expressed their displeasure by setting fire to Barnum's Museum.

Because there were numerous wild birds and animals, as well as human freak attractions, the firefighters faced problems in evacuating the building that were greatly different from the usual ones. They had to free the birds, who found themselves flying high over a city they had never seen. A journalist of the time described the firefighters' evacuation of the human attractions thusly, "The Fat Lady and the Giantess were handed out in safety very carefully with consideration for their welfare. Several of the firemen said they were completely awed with the "wolly-headed Albino woman."

But it was the wild beasts that were the biggest problem, and here a fireman by the name of John Denham, a member of Hose Company No. 15, came into his own. As the firefighters were trying to release the animals and control them,



Barnum's Museum fire, 1865

a huge Bengal tiger got loose from his cage and came crashing out a second-story window, landing near the crowd of on-lookers below. Terror gripped the people as the frightened animal advanced. Denham swung into action! He pounced on the animal with his axe and put the big Bengal out of commission.

The museum was a total loss, but it is said that Tom and Lavinia came to Barnum's aid with an offer of money, plus a percentage of their next tour, to help him rebuild. This was done and Barnum never forgot the kind generosity of these two "little people."

## Memories . . .

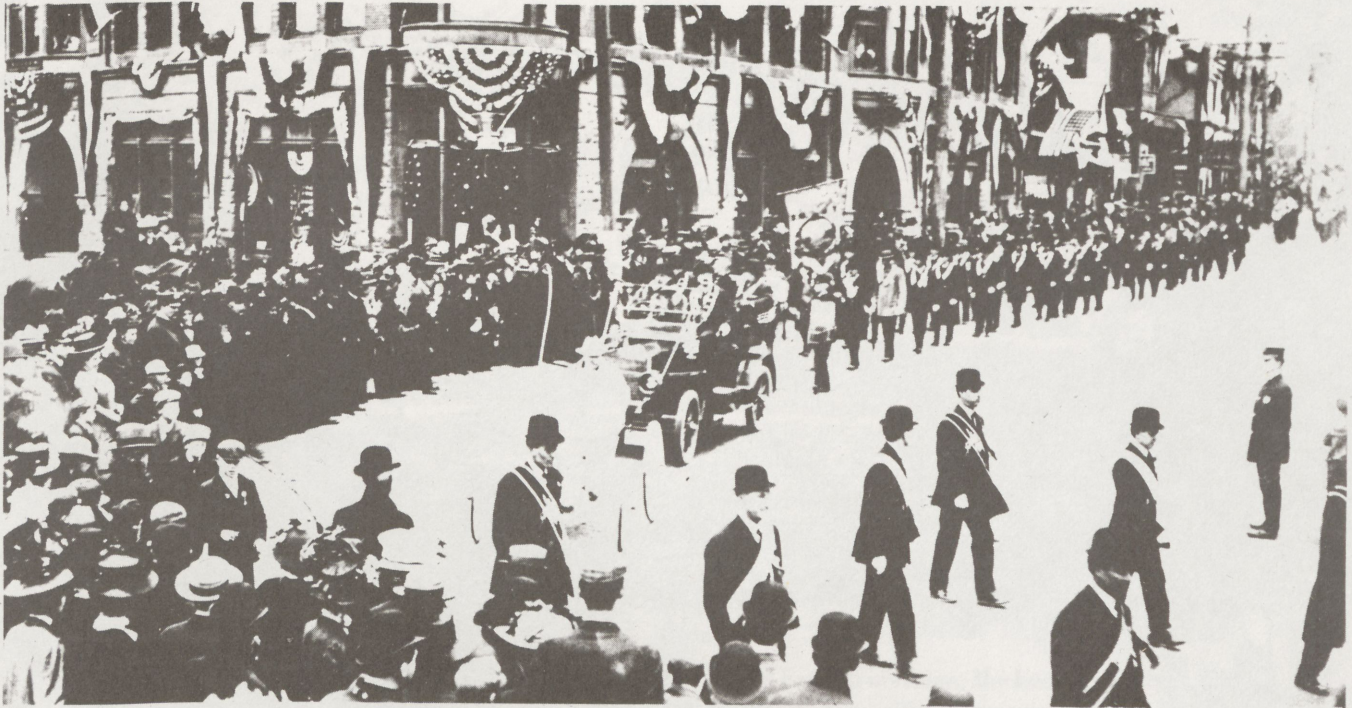
local dance band. Albert A. Thomas lived at No. 11. In 1933, he married Ruth Williamson of Bridgewater. Albert worked for the Dept. of Corporations and Taxation in the State House for several years. He owned the Rocky Meadow Cranberry Co. and I worked on the bogs during the summer and fall of 1936 and 1939.

Where the Dairy Queen, Launderama, Brooks Drug Store, and Mr. Donut are now located, used to be the beautiful Stetson residence, where our former museum director, the late G. Ward Stetson, spent his early years.

Many changes have taken place in this area over the past years. Where Rich's and SuperPlace are now located, there was a field with a number of blueberry bushes, and nearby, a grazing area for Charlie Clark's cows. He had a dairy farm between Clark Street and Route 495. When this new highway was constructed near the Middleboro-Lakeville line, Route 28 became a secondary road, but all sorts of business and professional offices are now a part of it.

I hope that this is progress, but I still have fond memories of how it looked when I was a lad.

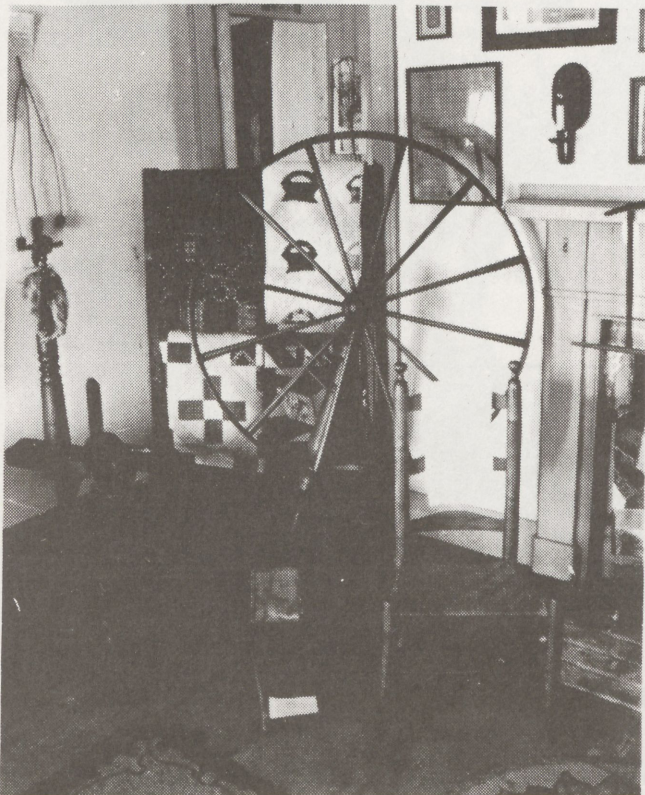




MEMBERS OF THE Odd Fellows Lodge march through the Four Corners. In the background is the

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THE BRIDGE at Muttock, undated photograph. (Middleborough Historical Museum collection)



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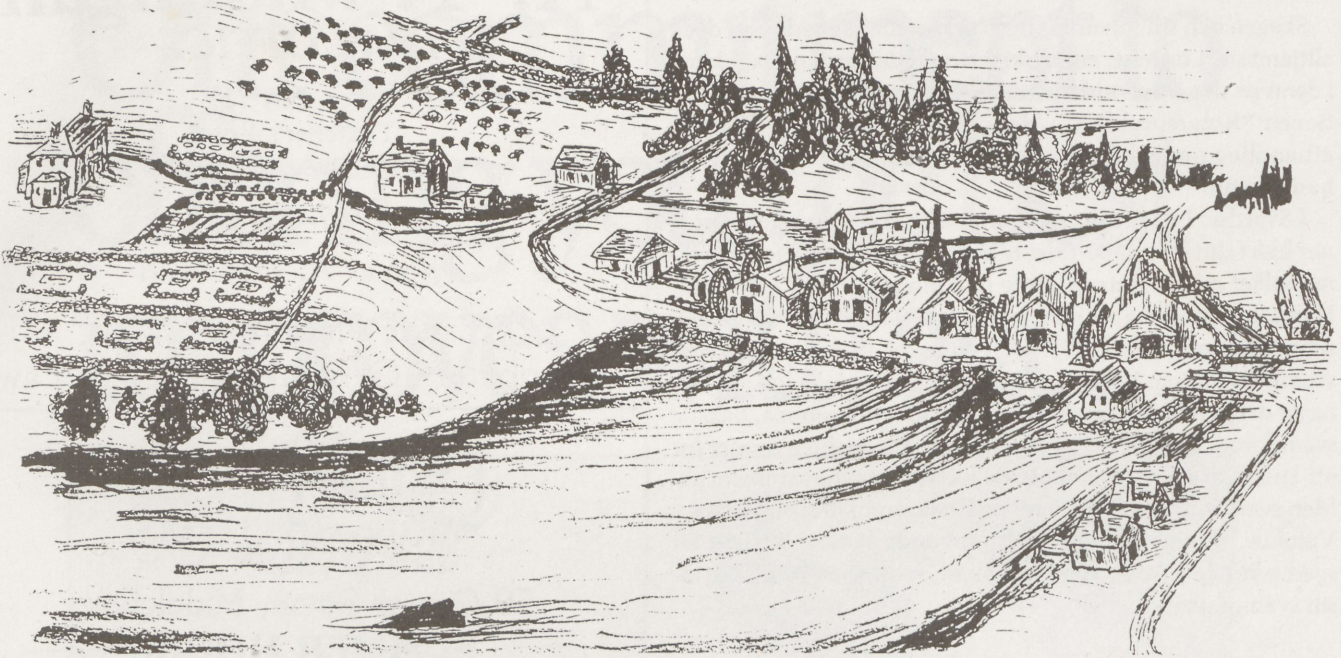
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A VIEW of what Judge Oliver's mansion and beautiful English garden might have looked like in 1775, drawn by the late James Maddigan in 1986. To the right, set on the Nemasket River, are the many mills and water-wheels in the judge's factory complex at Muttok. From left are the mansion house, styled after

an old English mansion; the home of Andrew Oliver; cider mill, saw mills; furnances; forges; grist mill slitting mill; boulding mill; blacksmith shops; finishing shops; axe house; and several coal and wood houses.

(Collection of the Middleboro Historical Commission)



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## Exchange . . .

Skogen och sin huvudsakliga verksamhet agnade han dock alltjämt stort intresse, energiskt instruerade han skogsbonderna i deras på den tiden omfattande verksamhet och utgav publikationen "Kolarepraktika". Hans stora manuskript "Popular afhandling om kolning" kom dock inte att publiceras under hans livstid.

I Svardsjö hade Smitt mott allas tillit och förtroende, men när han i slutet av 1860-talet reste runt i socknarna för att forma folket att äta svamp motte han mangelstades motstånd. Hushållningssällskapet hade anslagit 150 riksdaler som ersättning till kompetenta personer villiga att undervisa folk om svampberedning. Valtaligt försökte Smitt att lura folket i Järna att dryga ut kosten med svamp, kokade svampsoppa, bakade svampbröd, stuvade och stekte svamp i alla möjliga former för att kunna övertyga folket om de förträffliga anrättningarna. Men svampen betraktades av de flesta som kofoder, endast i Vamhus, där harkullorna i frammande län lart sig att svamp kunde vara god och billig kost, motte han förståelse för sin svampmission.

Artur Sandgren, Svardsjö

Källor:

Matrikel för Kungl. Skogsinstitutets elever  
1845-1846 (STORAS arkiv).

Kommunalstammoprotokoll (Svardsjö kyrko-arkiv).

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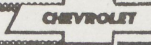
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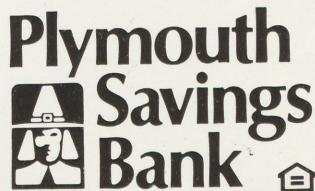
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